ABSTRACT OF THE DISCLOSURE

A drive control circuit generates a conduction drive output responsive to a detection output of an accelerator pedal depression degree sensor and an air-intake throttle-valve opening sensor, and controls a driving switch element connected to an air-intake throttle-valve opening control motor. A monitoring control circuit drives a control circuit power supply interruption element that closes a control power supply circuit of the driving switch element, and stops control operation of the driving switch element by a conduction-inhibit output. The drive control circuit can stop operation of a power supply interruption element by a feed-inhibit output. At the time of starting operation, a status signal determines activeness of the feed-inhibit output and conduction-inhibit output, after confirming that those outputs are normal, the inhibition is released. Thus, an engine air-take control device capable of reliably stopping the motor upon occurrence of any abnormality thereby improving safety in control is provided.